

# Editorial JOURNAL BOX

## FOR BEGINNERS

All too often I hear the criticism from a brand new member, "I joined A.M.R.A. to get all the basic information and the Journal full of other 'stuff'".

What the newcomer must realise is that he is not a beginner for very long — a year or two perhaps, but even this is not long in relation to his life interest in the hobby.

For this reason, A.M.R.A. normally issues to each new member, a copy of "Beginner's Guide to Railway Modelling in Australia". As this has been out of print recently, it is proposed to run a series of articles in Journal for beginners, commencing with this issue.

It is hoped that these will be of help not only to beginners, but to older members who will want to keep up to date on the latest practices. After all, we are all "beginners" in some areas, and if you should be planning an extension to your existing layout, or even a new layout, this should be of interest to you.

Allan Dowel.

### COVER PHOTO:

K Class and H Class standard gauge work train on dual gauge, Owen Valley. - W.A. Government Railways.

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# The SECRETARY'S DESK



Owing to the lack of interest shown in the Loco Building Competition, the Rolling Stock Contest and the Lineside Structures, the Federal Committee after serious consideration, decided that the following new conditions shall apply —

**Loco Competition Section 1:** Tim Dunlop Cup. Locomotives in steam, diesel or electric outline, scratch built with the exception of motors, wheels and small fittings. Such item to be listed with each entry.

**Loco Competition Section 2:** Trophy (donated by South Gippsland Branch). Locomotive steam, diesel or electric outline converted or modified from commercial products or model of any prototype.

For the purposes of the competitions a Rail Bus, Rail Car or Suburban Electric Motor Coach will be considered a Locomotive (both sections).

**Rolling Stock Competition Section 1:** Trophy (donated by the N.S.W. State Branch). Any item of Australian rolling stock, scratch built except for wheels, bogies and couplers.

**Rolling Stock Competition Section 2:** Trophy (donated by the Victorian State Branch). The conversion or modification of any commercial product or model to represent any prototype vehicle. Each entry must include the name of the company from which the model is copied plus the names of the commercial products used.

**Lineside Structure Competition - Candemah Cup:** Any structure seen on or beside any Australian railway. Models may be scratch built or made up by using commercial products. Entries will be judged on quality of workmanship and may be either freelance or copies of prototype.

With this issue you will receive your re-

newal notice. This will have a yellow stick which means that you have one more issue of Journal before your sub. expires. Next issue if you have not renewed, there will be a red sticker on the notice which will indicate the Journal will stop with that issue. If you have renewed and your money has been received by the Federal Registrar your notice will have a green sticker to indicate you are financially sound for 1967/68. If you have renewed, yet the notice shows a red sticker, please contact me as soon as possible, advising when the remittance was sent.

Also, with this issue, you will receive a nomination form for the election of the position of president and five committeemen as laid down by Article 13 of the 1966 A.M.R.A. Constitution. I point out that any other office bearers other than president shall be filled from the committee. Make sure that you receive these two notices which should be clipped to the front of your Journal, but they could come apart in the mail, so check your envelopes. Many notices have been discarded in the envelopes.

Members have complained that they have not received their copies of Journal but I wish to point out that every member is checked and double checked against the envelopes containing Journal before mailing. This takes considerable time but it is one of the services that we give our members and if you do not receive your Journal please contact me immediately as the fault could possibly lie with the Postal Department.

In conclusion I would like to say how much I appreciate the wonderful hospitality extended to me and Mrs. Rolfe by the N.S.W. members and their wives whilst we were on holidays in Sydney.



# The Orange And Central West Model Railway Co. \_\_\_\_\_ Colin Gilbertson

## Introduction

Since making the decision to scrap my Tri-ling layout two years ago, I have searched continuously for a suitable area to model, and in February this year, the O. and C.W.M.R. Co. came into being. I hope that what I have to say will prove that our Editor's words in "Journal Box" in the May-June, 1966 issue are worthwhile.

I am fortunate in that my parents have allowed me the use of two rooms under our house, measuring 15' x 10' and 12' x 8' 6", giving a total area available of 256 square feet.

## Locality

The layout represents a number of places of the Western Division of the N.S.W.G.R., and the main station is modelled on Orange, 100 miles from Sydney on the main Western line, and an important railway centre with a large yard and loco depot. It is at Orange that a considerable number of goods trains commence and terminate their runs, whilst most others are remarshalled and/or change locos.

From Orange, the original main line, via Wellington, encounters 1:40 grades in both directions; however, an alternate route via Molong, with easier grades is available, with the result that most down goods trains are worked via Wellington and those from Dubbo run via Molong, which allows for easier working over these two congested single lines.

As there has been more settlement adjacent to the older route, the mail trains run in both directions via Wellington. Because of the adverse grades, several down freights and occasionally the mails are assisted to Wellington.

Situated one mile from the station is Orange East Fork Junction where the line to Parkes, Broken Hill and Dubbo (via Molong), branches off. Crammed into the centre of this triangular junction is Orange "Loco", which has no engines officially allotted to it, but plays host to both steam and diesel traction from Bathurst, Dubbo, Lithgow and Parkes depots. At the few sidings at the junction, most up goods trains are remarshalled, thus avoiding



(832) 3811 pauses at Orange on No. 71 Dubbo passenger.  
15-1-1967



the necessity to proceed into the busy main yard one mile to the west.

Seven miles east of the junction on the main line is Spring Hill, the end of the isolated double track section from East Fork. This station, typical of many on the West, has been included to give a double track run on the layout. Worthy of note is the down refuge siding, which is rather unique in that all trains refuting must propel out. (This siding was formerly the commencement of the now closed Cadia branch.)

Molong, 22 miles from Orange East Fork, is the junction for the line to Parkes and Broken Hill, which curves sharply to the left at the Dubbo end of the yard. It has a relatively large yard and set of wheat silos. Opposite the silos at the Orange end of the yard is "loco" consisting of turntable, water tower and ash pit (a far cry from the facilities at Orange).

Sections of 1:40 face trains in both directions resulting in most up goods trains being assisted ex-Molong. It was over this section that double Garratts regularly ran (four times a week) on the Concentrate Train (No. 44) but this is now hauled by three 49-Class diesels.

From the foregoing summary, it can be seen that the goods traffic will be extensive, with wool, wheat (and other grain), livestock, meat and other perishables from Orange, Dubbo and Parkes, together with timber, fruit and secondary products from Orange itself.

### On the Footplate

Taking a run on the layout, the train departs the storage sidings representing (in this case) Lithgow; the line climbs up to the commencement of double track at Spring Hill before a brief stop at the platform. Accelerating away from the station on this relatively easy section of the line, Orange East Fork Junction is soon reached and the line to Molong can be seen turning sharply to the left, and as the train speeds past "loco", the western fork of the triangle converges and parallels the main into Orange.

After passing under an overbridge, the yard is entered and the train slows to a stop in the station. Away again, a sharp descent to the storage sidings (this time representing Dubbo) occurs.

If, however, the train is the Forbes Mail (No. 49), then at Orange there would be great activity as the engine which brought the train would be detached and a fresh engine coupled up on the opposite end of the train for the run to Forbes.

Departing the station, the train turns on to the branch, slowly gathering speed as it leaves the main, via the western fork of the triangle, on the easy run to Molong and, after stopping to allow passengers for stations Larri Lee to Dubbo to join their rail motor, the journey continues as the Mail accelerates on to the branch and into the storage sidings.



(834) Always a busy place, Orange "loco" on Sunday, 15-1-1967, was no exception, with a number of engines coming and going all day. Locos to be seen in this photo are 6040, 6011, 4907 and (almost obscured) 4501.



Parkes). By now you will have realised that these sidings prove a valuable asset.

Next we will follow the path of a down goods to Dubbo (via Wellington). Departing Orange, the train follows the same route as the passenger, turning out at the junction for the storage sidings and the line runs directly under the section of the layout that houses Spring Hill, where the train is held to allow for sufficient time to form an up goods into Molong (ex-Dubbo).

On arrival at Molong, if the train is over the road for a single engine, then assistance will be required. Upon departure from Molong, the long climb to Orange East Fork commences; here the motive power will probably change and the train may be remarshalled. Leaving the junction, the goods gathers speed as it makes its way to Spring Hill, crossing on to the single track and down into the storage sidings.

#### Control

The layout will feature cab control with cabs at Orange, Orange East Fork Junction, Molong, Spring Hill and an auxiliary cab to operate the storage sidings located next to the Molong cab. I have not as yet given much thought to electrical side, but will worry about that later. Signalling will be as per prototype, i.e., block in the Spring Hill-Orange East Fork Junction and normal single line working in the

other sections. Timetable working will be practised and considerable time has been devoted to this in the design.

#### Motive Power

This will be mostly scratch built, consisting of 1/32, 3/36, 1/38, 1/45, 2/49, 1/50 (sat), 1/50 (sup.), 2/53, 1/60. The "38" is one of the Japanese made models, whilst a start has been

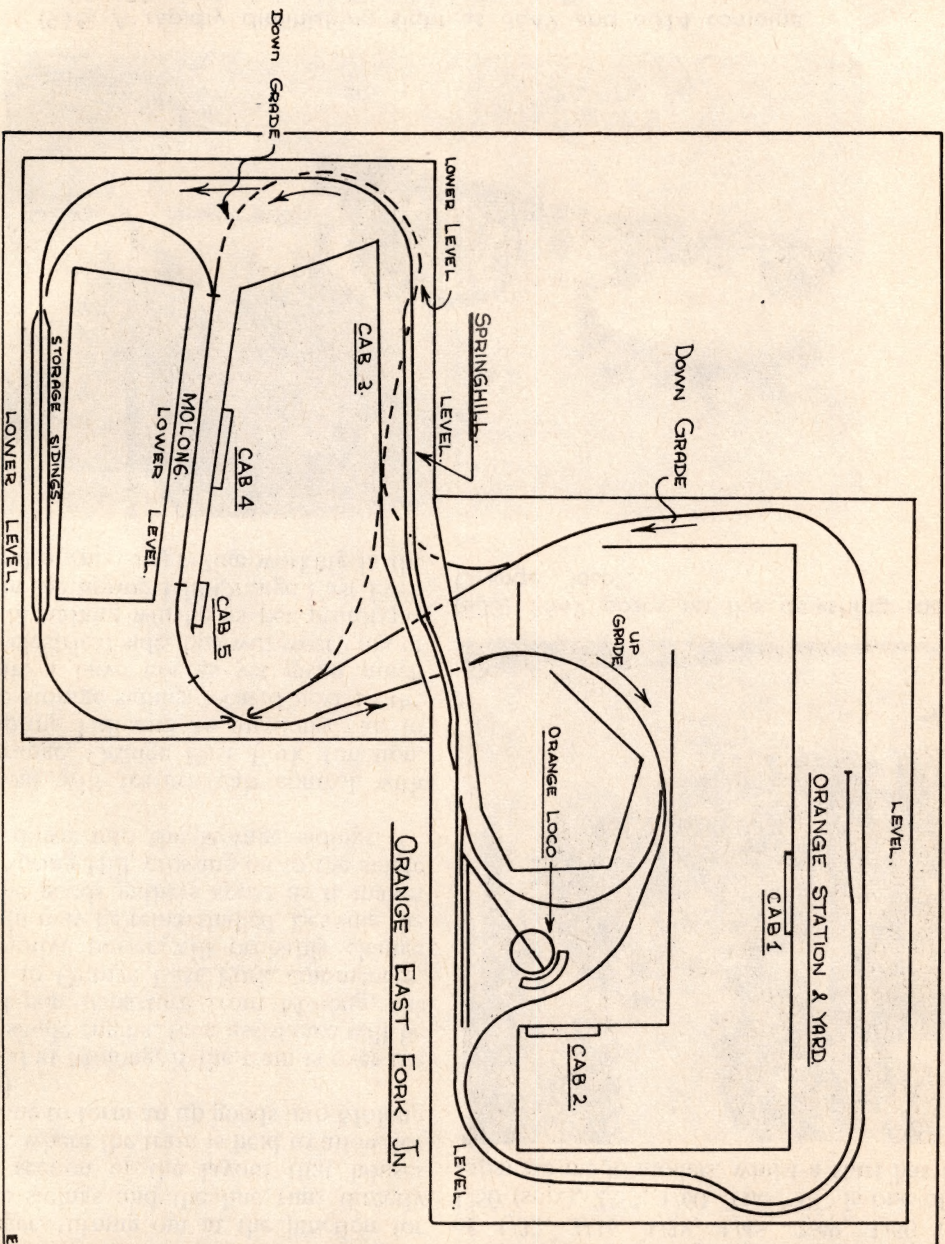


(833) 3649 poses on the de-ashing road at Orange "loco".



(915) A rapidly diminishing sight as 3649 and 6014 combine to lift 632 goods through Amaroo, between Orange and Molong, on Good Friday, 1967.







ade on the construction of the two 53's (which being well, will be the subject of a future article for "Journal").

Loco working will be —

C.32 CLASS: Yard shunting, occasional passenger working to Parkes (on the Mail), limited goods working and shunting trips.

C.36 CLASS: General purpose engine of the yard; passenger and goods working on most

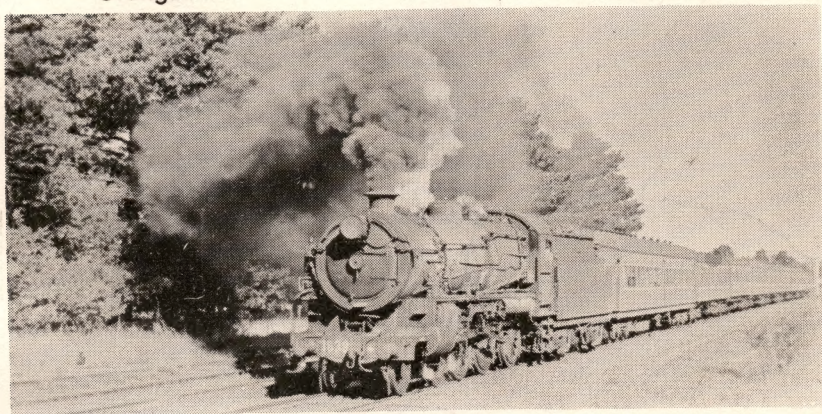
of layout. Assisting Mails and goods Orange-Wellington and assisting up goods trains ex-Molong.

C.38 CLASS: Passenger working, Mails and Central West Express; limited goods working, mostly fruit express of fast goods.

"45" CLASS: Passenger and goods working; mainly on goods Lithgow-Orange. Limited running to Dubbo.



(919) Another shot of 632, with both "Pig" and Garratt hard at conquering the last grade into Orange.  
24-3-1967



(926) 3638 accelerates the relief Central West Express out of Spring Hill for Orange. The date: Good Friday this year.



"49" CLASS: Extensive passenger and goods working in the Parkes-Orange section; passenger runs in conjunction with 32 and 36 class. Limited working to Lithgow and Dubbo.

D.50 CLASS (Sat.): Utilised only on yard shunting.

D.50/53 CLASS (Sup.): General goods working on most parts of the layout. Assisting duties (in conjunction with 36s). Occasional yard shunting.

A.D.60 CLASS: Mainly working Orange-Dubbo; limited working to Lithgow and Parkes.

### Rolling Stock

Passenger stock will be entirely scratch built comprising a five-car air-conditioned H.U.B. set (for Nos. 31 and 28 Central West Expresses), a 100-Class Silver City Comet set for Orange to Dubbo/Parkes working; C.P.H. rail motor for the Molong-Dubbo service, together with suitable non air-conditioned stock for

the Mails and other passenger/mixing working. Later, I hope to add a 2-car diesel unit.

Freight stock of varied types is under construction at the present time, some twenty items being ready for service.

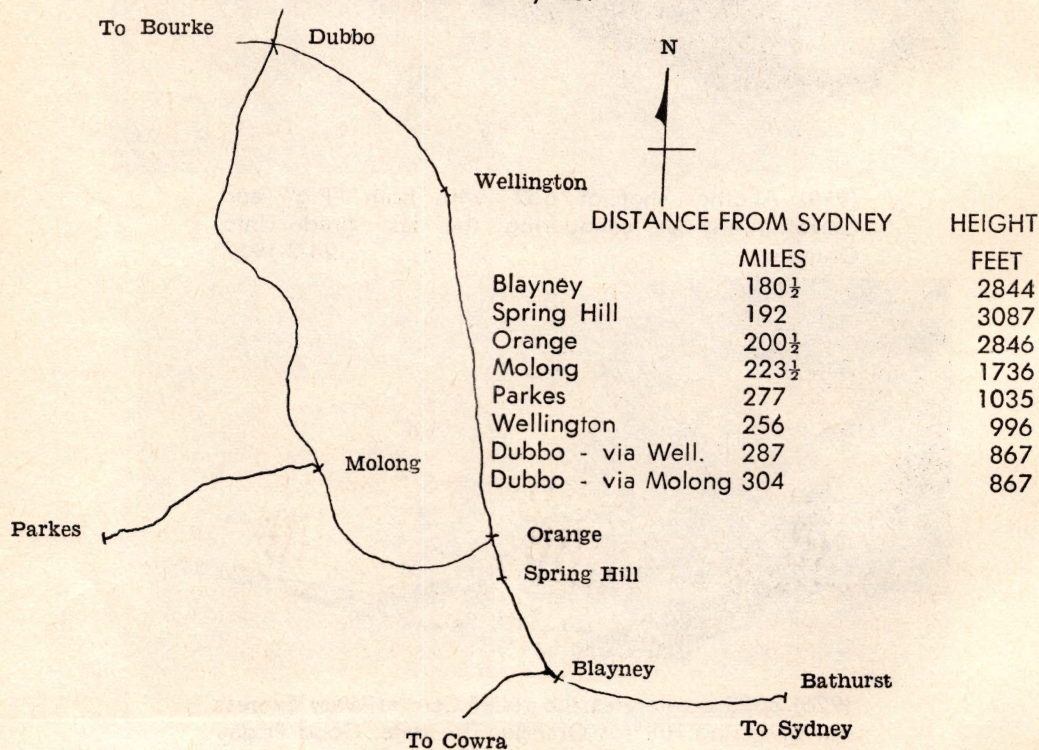
### Construction

This should commence very shortly as a relative planning has been completed. Track work, including points, will be Shinohara and the first section to be attempted will be Orange station and yard, proceeding around to Orange East Fork Junction, thence to Spring Hill and the storage sidings, and to complete a circuit back up to the Dubbo end of Orange yard.

The last section to be completed will be the triangular connection from the Dubbo end of the sidings and Parkes-Molong-Orange East Fork Junction circuit.

With the Editor's approval, I will advise the actual construction and working of the layout once well under way.

Map showing area of Orange - Central West Model Railway Co.





# Review Of Victorian Railways Narrow Gauge 2'6"

by J. A. Ball

Back in the 1880's, there was a great advancement in railway construction throughout Victoria, which was rather a large drain on the pocket of the Government of the time. There was a total of 192½ miles put down in the year alone.

So the possibility of the use of Narrow Gauge was discussed and a lot of information was gathered from the N.G. Railways of India, Europe and other countries which at the time ran N.G. Railways. After a lot of talk, on October 10, 1895, the committee recommended the use of 2' gauge railways on the proposed routes which had previously been tabled to use N.G. instead of the standard gauge of 4'3".

The proposed routes were in 14 localities, but after a lot of considerations, they finally settled upon four routes which opened as follows —

Wangaratta-Whitfield	39.94 miles	1899
Upper Ferntree Gully-Gembrook	18.22 miles	1900
Colac-Beech Forest	29.66 miles	1902
Moe-Walhalla	26.06 miles	1910

Ten years later, the section Beech Forest-Crowes was opened, being a further 14.11 miles which, with the inclusion of the Welshpool-Port Welshpool 3.23 miles (horse-drawn) opened in 1905, made a total of 121.77 miles of N.G. lines in Victoria.

The proposed 2' gauge was dropped in favour of 2'6" gauge (used in the Barsi Railway in India) and this gauge was adopted for all V.R.N.G. lines.

There you have the beginnings of these little lines which proved not at all profitable, but gave a real boost to the people of the times in outlying districts.

Well, to proceed with our review, there are the locos and rolling stock to deal with. These appear to be of paramount interest in any railway throughout the world whatever the gauge or country.

The locomotives were ordered from the Baldwin Locomotive Works, Philadelphia,

U.S.A., in early 1888 and were delivered by September, 1889, which was the time the construction was started on the Wangaratta-Whitfield line. There were two of these locomotives; they were 2-6-2 wheel arrangements, one being simple and the other compound. These locomotives were designated road numbers 1A and 2A respectively. They were of typical outside frames.

The general description of the above is listed below —

Length overall	30' 8¾"
Driving wheels	36"
Pony wheels	24½" dia.
Total wheelbase	21' 10"
Height	10' 10"
Width	8' 3"
Steam pressure	180 lbs. p.s.i.
Fuel	30 cwt.
Water	780 gals.
Weight	34 tons

Stephenson valve gear between frames.

And finally, the tractive effort was 10,816 lbs.

There were 17 locos in this class of 2-6-2 wheel arrangement tank type locos. 1A and 2A were placed into service on the Wangaratta-Whitfield line in September, 1898, and were used in the construction of the line.

Newport Workshops issued forth two duplicate locos in 1900, 3A being a copy of 1A, and 4A being a copy of 2A. They were issued in April and June of that year respectively and went to work on the Upper Ferntree Gully-Gembrook line which was opened on December 18, 1900, with 4A being the engine to haul the first train on this line.

3A last served out of U.F.T.G. and was written off in November, 1955, and later on (on November 15, 1960), was donated to the the Lord Mayor's Camp at Portsea. 4A was withdrawn from service in 1933 and later scrapped in September, 1936.

Thirteen further locos were built: Nos. 5A to 17A. All were simple engines, as were 1A and 3A. Below are the dates of placing into service and withdrawals of the remaining 13 locos —



**Placed into Service****Scrapped**

5A 3-1901	7-1958
6A 7-1901	Still in service
7A 5-1905	Still in service
8A 3-1908	1-1955
9A 1-1910	4-1954
10A 6-1911	5-1945
11A 11-1911	10-1953
12A 10-1912	Still in service
13A 4-1914	9-1958
14A 6-1914	Still in service
15A 3-1915	5-1954
16A 6-1915	9-1936
17A 4-1916	9-1953

These locos are those at present used on the portion of the original Upper Ferntree Gully-Gembrook line between Belgrave and Emerald. This section is soon to be extended to Lakeside, making a length of approximately 8½ miles.

Well, that just about finishes the 2-6-2 tank locos used on the Victorian Railways Narrow Gauge System.

**Rolling Stock**

During 1898-99, 35 vehicles were built for service on the Wangaratta-Whitfield line then being built. They were one passenger car, one combined passenger car-brake van, 30 open medium wagons, one cattle wagon, one louvered van and one insulated van.

This stock set a standard of design and construction for additions over the next 20 years. By 1920, 298 vehicles were placed into service, which were operated upon all the narrow gauge lines within the State of Victoria.

They had trussed steel underframes and 21" dia. wheels. All were bogie vehicles fitted with Westinghouse air-brake equipment and were also fitted with ABC type couplers which were later replaced with MBC automatic couplers. A special hook was installed to hold the air hoses clear of the bottom operated locks of the automatic couplers, so that they had to clear the action of the coupler itself and so keep them from being damaged whilst in use.

**Passenger Cars**

N.B: Second Class were built in two types: one being saloon type and the other of the open door type. There were 23 vehicles in this class altogether.

N.B.C: Combined Second Class brakevans.

There were six cars built in this class and they were used on all lines.

N.C. VANS: These were the same as N.B. vans without the passenger compartments included and they totalled six in all.

N.B.H. EXCURSION CARS: These were often called cattle trucks by the general public because of the likeness to the cattle truck on the broad gauge, but were specially built for holiday traffic on the Upper Ferntree Gully-Gembrook line, where they spent the majority of their lives with the exception of a few months at Colac before the closing of the line in 1962.

GOODS WAGONS: These were of five types comprising 249 vehicles in all. All were 25' long and mounted on 3' 3" wheelbased bogies 17 feet apart.

N.Q. MEDIUM OPEN WAGONS: 218 of these vehicles were placed into service between 1898 and 1915 and did sterling service throughout the narrow gauge system.

N.U. LOUVRED VANS: For perishable traffic on the narrow gauge lines, 14 of these vehicles were placed into service during the period 1899-1911.

N.T. INSULATED VANS: Only one of these (built in 1899) was placed into service and was used for the same work as were the N.U. vans; was last seen on Whitfield line at the closing of that line, but present whereabouts unknown.

N.M. CATTLE WAGONS: For the transport of livestock, fifteen of these wagons were



Water stop on the Gembrook line.

J. Ba



ilt and used on all lines.

**N.H. COVERED VAN:** Again only one of these wagons was built. It was a combined powder and goods wagon and was used exclusively on the Walhalla Line for the transportation of explosives and general goods for the use of miners in the district.

In closing this section of Rolling Stock, I must bring forth the means of transporting these narrow gauge vehicles to their different starting-off points, such as Moe, Colac, etc.

In the early days, the locomotives were transported by placing them upon broad gauge co-tender bogies, but in later years, the Victorian Railways converted a Q-Class wagon to take 2' 6" tracks with removable buffers so that the truck could be taken right up to the buffer at the respective terminus, the fireman and the loco driven off the Q-Class wagon - and there you are.

#### **Wangaratta-Whitfield Line**

This line was the first of the four lines incorporated in the Victorian Railways Narrow Gauge System.

On Tuesday, March 14, 1899, the first train left Wangaratta at 8.45 a.m. for the 30.49 miles up to Whitfield and arrived there at 11.15 a.m. This trip took 2½ hours.

There was no ceremony to mark the start of what was to be a milestone in the history of narrow-gauging in Victoria which, I feel, is a shame, for these little lines did a great deal for the advancement of the particular districts they served. These lines were taken through some of the most beautiful country in Victoria and also afforded quite a pleasant day's outing for the family if the fit took them. These little locos were only permitted to travel at the speed of 20 miles per hour, which wasn't very fast, but who wants to hurry when one is enjoying oneself?

To carry on with the story, the Wangaratta line continued operating for many years until, due to progress, it was closed down on October 2, 1953, after giving 54 years of faithful service.

#### **Upper Ferntree Gully-Gembrook Line**

This line was opened on December 18, 1900, and again, without any fuss. 4A pulled the first train out of Upper Ferntree Gully, comprising the locomotive which is a compound engine, three N.Q.R. trucks, one N.B.B. car



Y.M.A.S. outing to Gembrook, 8 hours day, April 26, 1948.  
Vic Hobbs

and one N.B.D.B.D. combine (NBC). The train left Upper Ferntree Gully at 12.15 p.m. with over 40 passengers and on the return journey picked up a consignment of 200 cases of fruit for the markets of Melbourne. This line is now known as the "Puffing Billy" line.

The Railways issued a further loco, No. 3A, and 32 various wagons for use on this line, which was to become the best known of the four that have existed over the last 60 years. This particular line was plagued with many set-backs, mainly due to one particular landslide in the Selby-Aura section which, after many clearances, was finally the downfall and cause of the closing of this line in 1954.

The trains which travelled this line became affectionately known as "Puffing Billy" and have been a very popular outing, for many a happy party was had upon this little train. So famous is "Puffing Billy" that it has become known all over Australia.

This train has had a really good following and has the backing of the Puffing Billy Preservation Society, which was formed to keep "Puffing Billy" running so that the children of today can enjoy some of the fun that their parents had in bygone years. The Society is a group of keen railway enthusiasts who do not want to see the little train banished from the railways with nothing left of the past loves of live steam for future generations to marvel at.

With the coming of the diesel engine, all the thrill of travelling on a steam locomotive would be gone forever.

The Puffing Billy Preservation Society was



formed under the leadership of a Brighton school teacher and upon the sheer weight of its members, has managed to negotiate with the Victorian Railways to keep this beloved little train running with much to the amazement of the railway officials, running at an ever-increasing profit, due to "Puffing Billy's" popularity.

The full complement of this train at present consists of the following —

Two locomotives: Nos. 6A, 7A, with 12A and 14A as standbys for use when either of the first two are in for overhaul.

Rolling Stock: 2 N.B.C. and 3 N.C. brakevans

24 N.B. passenger car

11 excursion cars N.B.H. Nos. 2, 4, 6, 11, 13, 14

Wagons N.Q. 135 and 216; also the once famed "Spirit of Salts" of the former Wangaratta-Whitfield line, plus several items which are being renovated for further use on this line which runs for only 8½ miles in a beautiful country setting.

#### Colac-Beech Forest-Crowes line

In the south-western district of Victoria, amongst some of the most mountainous country in this State, there once existed a very picturesque narrow gauge railway which ran for approximately 44 miles.

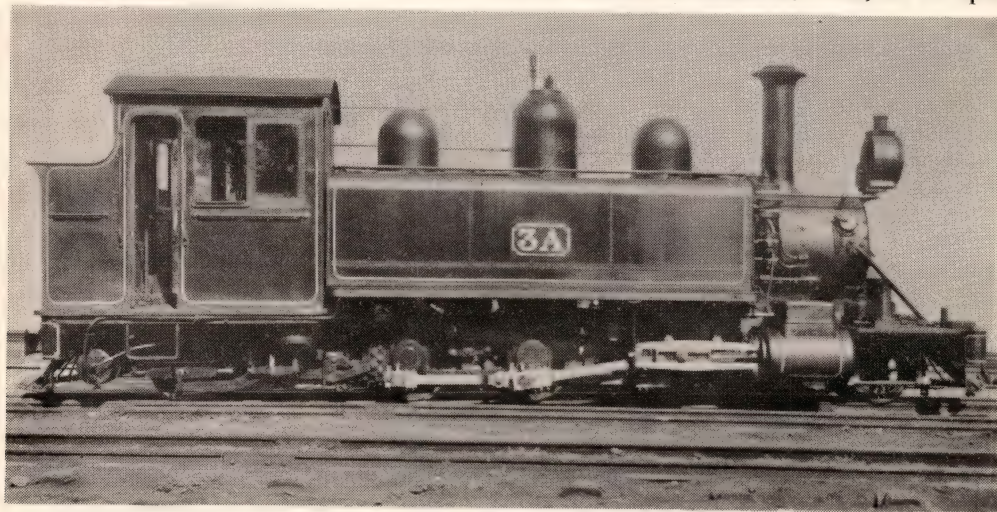
This line was opened on Wednesday, February 26, 1902, the railway at that time only going as far as Beech Forest, which was 26 miles from Colac.

During the year 1902, Newport Workshop issued for use on the Beech Forest line, two locomotives Nos. 5A and 6A, 21 NQR wagons, two NU louvre vans, two N.B. saloon cars Nos. 4 and 5, and two N.B.C. brakevans also Nos. 4 and 5.

This railway was continually hampered by torrential rainfalls which added quite a lot to the upkeep on this line due to many washouts on the routes. On the day the railway was opened, over three inches of rain fell, which was the proud boast of the folk who lived there.

It was a very profitable route. All the piles for the Victoria Docks were obtained from this area at very little cost to the Harbor Trust of Melbourne, which, in turn, cleared a lot of land for the production of potatoes for which this part of Victoria is now famous.

The railway extended for 44½ miles south-westward from Colac to within three miles of the Southern Ocean and something like 300 million super feet of millable timber were felled in this area for use all over Melbourne during the post-war years after World War I. And finally, after many years of operation, this line was closed on June 30, 1962, in co-operation



3A in her prime.

Vic Hobbs



with the Australian Railways Historical Society.

This train comprised —

Garratt locomotive No. G.42

5 N.C., 4 N.U., N.Qs Nos. 113, 43, 21, 205, 130, 3 N.U. and 2 N.C. trailing the field.

And so the sun finally set on another of these fascinating little lines.

### **Moe-Walhalla Line**

High in the mountainous regions of Central Gippsland in Victoria battled on yet another of our hardy little trains, trundling its way through really torturous terrain which is paramount in this part of Victoria.

In 1863, gold was found in payable quantities at Walhalla, some 106 miles south-east of Melbourne and, by 1865, there was a real gold-rush to the area, but travel was so arduous it took many days to get there. Even when the broad gauge reached Moe, it was still a good day's travel to Walhalla 26 miles away.

So, once again, the need for easier transport was apparent and after many, many years a small narrow gauge railway wended its way into Walhalla, but not until the gold had been mined and things were on the wane, did the line reach its completion in 1910.

On March 26, 1908, the first train hauled by locomotive No. 1A with N.Q.R. wagon No. 10 and one N.B. coach proceeded from Moe to Upper Moondar (now Erica), a distance of 18 miles, which had taken some two years to complete. And finally, after a further two years, the 2'6" line wended its way into Walhalla on March 10, 1910.

This train was hauled by engine No. 9A and was welcomed by the townspeople and most of the district notables.

Seeing that most of the gold had been taken from Walhalla by the time the line arrived, the railway had to depend on natural resources which were available within the area. Timber was to be had in abundance and the railway owes most of its existence to this medium, for right from the start, it was primarily a timber-getting line.

Rolling stock used on this line consisted of —

Engine No. 1A worked the first train into Erica (1908)

Engine No. 9A headed the first train into Walhalla (1910)

The Beyer-Garratts were first used on this line in 1926

In 1940, N.As at Moe were Nos. 9A, 2A and 17A.

Rolling Stock (goods) 1940 —

N.B. Nos. 5, 10, 14, 27

N.B.C. No. 3N

N.C. No. 1

N.U. Nos. 6, 13

N.M. 14

and 77 N.Q. open wagons

And that, my friends, is a brief history of what is to be told of these 2' 6" narrow gauge railways which once served the more remote areas of Victoria.



### **JOURNAL ARTICLES**

Articles are still in short supply. I particularly want stories about what you have built — anything from a yard of track to a layout.

You must have made something that would be of interest to fellow members.

Double-spaced hand-written drafts and rough sketches are acceptable — we can get them typed and drawn.

Let's see your name in print.

Editor



### **ATHEARN RUBBER DRIVE BANDS**

Many members are complaining that these are not available now, in Australia.

As a result of this, I have managed to find a substitute which has proved better than the original in lasting quality and works just as well.

These are available by writing to the Editor (see first page for address).

Please enclose a stamped and addressed envelope for return post and a 4c stamp to cover cost of 12 drive bands.



### **COMPETITION RESULTS**

#### **March/April Journal**

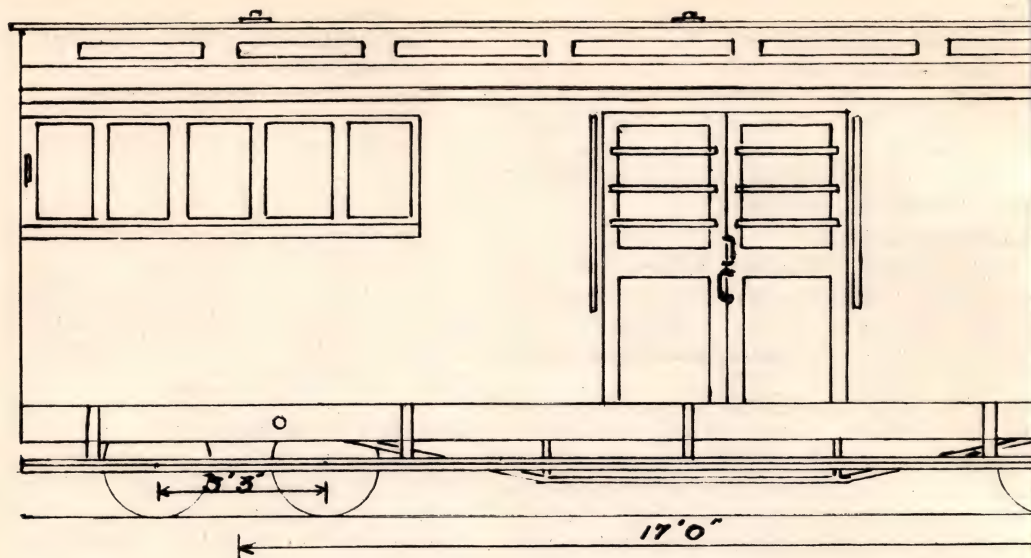
Best article: "The Midland Railway" by Brian Rowling.

Best photo: Page 57 "General View of the Terminal" also by Brian Rowling.

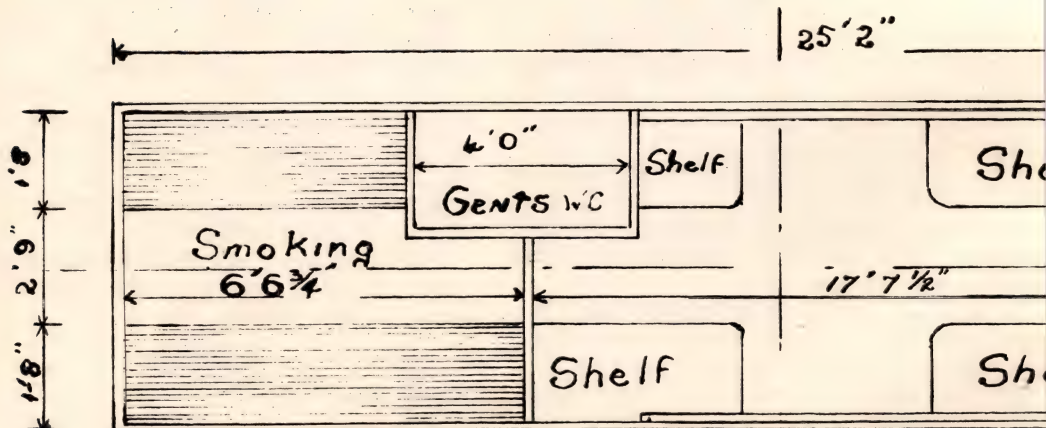
Congratulations to you, Brian, on a clean sweep again (Brian managed a double in the November/December, 1966, issue).

Next thing we know he'll be asking for a professional fee!



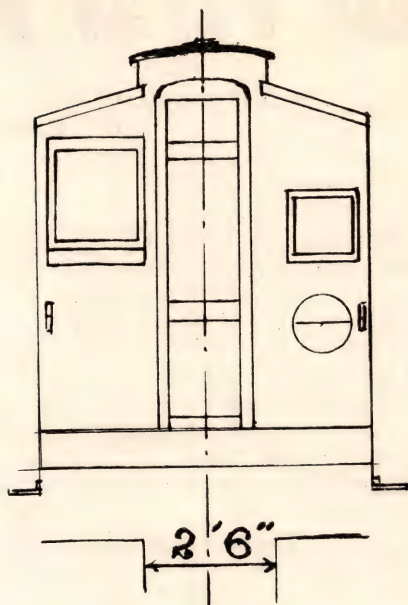
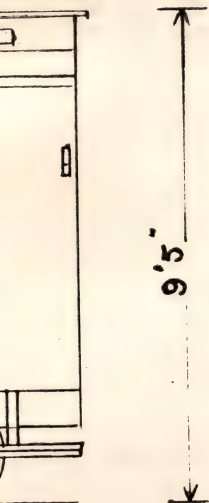


Side Elevation

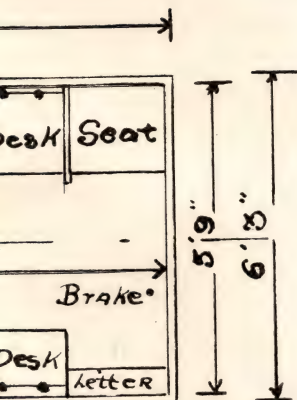


PLAN





End View



VICTORIAN RAILWAYS  
2'6" GAUGE  
GOODS VAN  
PREFIX. N.B.C.

Drawn By	J.A.B.



# Your First Purchases

FIRST ARTICLE OF A SERIES FOR  
BEGINNERS

by Allan Dowel

## About this series

It is hoped to present this series of articles for beginners in the same order in which the beginner encounters his problems. Some, certainly this first subject, are too often not seen as problems until it is too late.

The titles of the other parts will be —

September/October 1967 issue

“Designing the Layout”

November/December 1967 issue

“Foundations for a Layout”

January/February 1968 issue

“Good Trackwork”

March/April 1968 issue

“The Electrical Side”

May/June 1968 issue

“Scenery - the Final Touch”

The information will not generally conflict with that in “Beginner’s Guide”; rather, it will augment and expand into detail some of the broad ideas given there.

The knowledge for these articles is drawn from many sources, some overseas, but in the main, from two medium private layouts (Stuart Westerman’s “Mousehaven” and John Youn’s as yet unnamed layout) and two large club layouts (A.M.R.A. Victoria’s portable layout and the M.M.R.S. “Elderville” line). I will lean heavily on the persons involved in building these layouts, and for this I thank them.

The main point for beginners is that as these layouts were built in Australia, they have been built not only with materials available in Australia, but from the considered best choice of those materials.

At any time of course, any member may write to the A.M.R.A. Advisory Panel for further details on these articles, or to myself direct.

## The First Mistake

Almost without exception, the beginner starts to make his purchases too soon, either before joining A.M.R.A. or not. This is a wonderful

boost to our auction sales, where many of these early purchases are resold at much lower than original prices.

It takes tremendous will-power to resist purchasing, as one wants to see something running quickly, and especially if someone offers a “never to be repeated bargain”. You may save a little on such a purchase, but more than likely this type of purchase leads to sorrow later. No bargain is cheap if you don’t want it, so make up your mind thoroughly first. You will never be as susceptible to sales talk as when you first become interested.

## HO or N?

Now that N scale (2mm to 1”) has become such a strong competitor to HO scale (3.5mm to 1”), you will have to decide whether you will adopt this size which allows the same layout to be built in a smaller space, or a better layout to be built in the same space.

Whilst the availability of N scale equipment is still far from equivalent to HO, there is certainly enough available commercially to build up a nice layout. It will probably never equal HO, so recognise the fact that you may not be able to get such things as correct size structures (buildings, bridges, etc.) or static motor vehicles, figures, signals, etc. You must weigh up the pros and cons yourself.

Don’t forget these two points—

1. Because the eye can see more in N gauge, you cannot reduce the layout in the proportion 3.5 to 2.0. However, you can use correspondingly lower radius curves and distances between tracks. Thus you can build the same layout better in the same space as in HO, rather than build it in a smaller space in HO.
2. N scale, whilst being smaller, is not necessarily cheaper than HO scale. In fact, the lower competition compensates for any reduced costs due to reduced size.

## Country of origin

These days with so much equipment on the



market from various countries one has quite a job to decide what country to model.

I would say you have four choices —

1. **AMERICAN:** In which case you have the advantage in that almost all American, Japanese and continental equipment (made for the U.S. market) is made to the same wheel standards (N.M.R.A. standards) and most couplers are of the "horn hook" or "X2F" type.

You are also then committed to bogie (8 wheel) goods vehicles, which are standard in America. These, naturally are more expensive per piece, but are longer of course. Many members consider that 8 wheel vehicles de-rail easier than 4 wheel, and they are certainly more difficult to re-rail.

The X2F coupler is a very awkward coupler to uncouple by hand, so uncoupling ramps are essential. These days, you can get very good value for your money if buying American prototype equipment.

2. **BRITISH:** In which case there is really no standard wheel or coupling. The B.M.R.S.B. (British Model Railway Standards Bureau) has laid down wheel standards, but manufacturers ignore them.

Triang dominates the market. They mass-produce mostly for the toy market. They have a very reliable coupler (if a bit bulky) but have changed their wheel standards many times. Some of their later equipment, however, is very suitable for the modeller, at least as a basis on which to rebuild. Much of the later equipment has pin-point axles which give excellent running.

Price is quite reasonable, but make sure that what you are buying will be suitable for your points and scale. (Most British equipment is made to a scale of 4.0mm to 1" "00" but still uses 16.5mm gauge track which, of course, is not correct for 4" 8½" prototype track.)

3. **EUROPEAN CONTINENTAL.** Some very fine equipment is made on the European continent. Probably the most well known is Marklin (of Germany), which whilst being excellent in quality, is not compatible with the world-wide standard

- two rail electrical feed track - 12 volts direct current motors. Marklin uses 16 volts A.C., and picks up power from a central row of studs by means of "skates" or "shoes" under the locomotives. Probably the best quality two rail equipment from the continent is by Fleischmann (of Germany) which also operates from the standard 12 volts D.C. current.

The next would be Rivarossi (of Italy), also 12 volts D.C. and two rail, who make a lot of American outline equipment to American standards. There are many other makes, but they are either rarely or not available in Australia.

In N gauge, continental equipment leads the field, with equipment from Arnold, Eggerbahn and Lima.

N gauge equipment from Japan by Sekisui is also available in Australia.

With a few exceptions, the adoption of continental equipment means continental prototype, so this is something that you must decide.

4. **AUSTRALIAN:** As there is almost no scale built model railway equipment made in Australia or to Australian prototype (except for a handful of expensive Japanese locomotives), a decision to build to Australian is almost a decision to "scratch-build" — build from the raw materials . . . wheels, axles, couplings, card, styrene sheet, balsa, timber, sheet metal . . . or to drastically convert a limited number of available locos and stock which start off near enough to Australian. However, these are the true modellers.

5. **FREELANCE:** Many members, faced with the information above, prefer to have the "best of all worlds", and not to worry about prototype correctness, or perhaps compromise between freelance and Australian prototype (there is no line of demarcation).

A little re-wheeling and re-coupling, and perhaps a little re-painting, will produce "passable" Australian equipment, which will fool most laymen and many other modellers. Quite a few of us are guilty of this, so don't hesitate if this is your "cup of tea".



## Locomotives

One good locomotive is far better than any two poor ones. Talk to other more experienced members. Ask them what they run, and for how long they have been running it.

Most home layouts are simply not capable of handling these great brass monsters which are now available, so pick something more applicable to the small railway that you are going to build. You are the "chairman of commissioners" for your railway. Look at it from that point of view. What loco will serve the needs of this small line best?

Perhaps the answer is a small tank loco, or a double-ended diesel, as you haven't got loco turning facilities at one or both terminals. If in doubt about size pick the smaller. If it won't handle the trains that you may run later, it will always be useful in the yard, or for the secondary short train.

Ask yourself —

1. Is the type right - size - for country of layout?
2. Is the quality good?
3. Are the scale and wheel standards right?

Couplings and price are only minor considerations in comparison.

In general, you will pay more for detail and for the number of poles in the motor armature. These are the two main points to watch for.

You will have your first loco for many years. Don't let it be a constant reminder to you of your early impetuosity.

## Rolling stock

Much the same goes for rolling stock as for locomotives, except that you could be making a smaller mistake in comparison.

Couplings will assume more importance now, as the cost of changing them is higher in proportion to the vehicle. A pair of first quality couplings can sometimes cost nearly as much as the vehicle (see "COUPLINGS" below).

Wheel standards will vary tremendously. The track standards must be considered concurrently with wheel standards. You can run several different wheel standards on your layout, but if you do, to get high quality points, you will have to modify the best commercially available points (the Japanese "Shinohara") or make your own. This will be explained in detail in Part 4. of this series.

The wheel "flanges" are the main things to

watch . . . how deep, how wide, how far back to back with each other (see Fig. 1). Some makes of equipment now supply "pin-point" axles, which give much less friction than "square end" axles. This means that locos can pull more vehicles, and starts and stops are more realistic. Pin-point axles running in modern "self-lubricating" plastic bearings (Delrin is one) give wonderful performance in this regard.

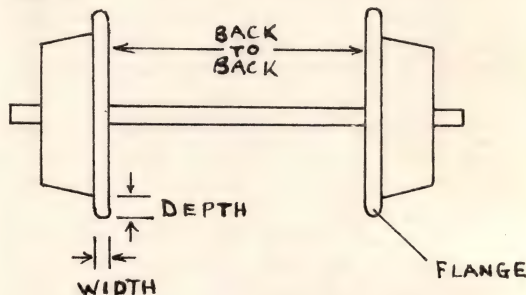


FIG 1

## THE 3 MAIN WHEEL STANDARDS

Previously, many members went to quite a deal of trouble and expense to change their axles to pin-point, generally changing to a better wheel at the same time. It is generally considered that metal wheels give much better running qualities than plastic.

Again, you must put yourself in the position of the chairman of commissioners and decide —

1. Is the type right - scale - correct for layout requirements - for country of layout?
2. Are the wheel standards suitable for the track chosen?
3. Are the couplings right, or can I economically change them for what I want?
4. How easily does it roll - pin-point axles - metal wheels?

## Track

Flexible yard-lengths of track are available in all of the popular gauges nowadays, so this is not a factor to influence you. Most members now buy ready-made flexible track, as the small difference in cost between a yard of "parts" and a completed yard length is little compared to the labor involved.

The best materials are nickel-silver for the



rails and moulded plastic for the sleepers and base. Avoid fibre sleepers and brass rail, as fibre moves with the weather and brass does not give as good an electrical contact as nickel-silver, as well as being the wrong color.

### Couplings

There is no "best" coupling for everybody. Most couplings these days operate reasonably well, so the "best" for most members will be what comes with the type of equipment they decide to buy.

The only coupling worth actually changing to is the Kadee American knuckle coupler. As these do not come equipped on any make, there is no disadvantage in deferring this decision to later.

Kadee couplers look and operate like the real live knuckle couplers and use a very reliable magnetic ramp for uncoupling. Like the best of most things in this life, they cost the most about \$13.30 for four (enough for two vehicles).

Couplings on model railway equipment have gone a long way from the early crude "pin and hole" couplings.

The next stage was to automatic couplings of various types, then very quickly to auto coupling and uncoupling.

Most couplings these days (Kadee, Triang and the X2F or N.M.R.A. types at least) are

"tension lock" couplers. This simply means that there is no need to "operate" an uncoupling ramp to uncouple two vehicles. There is some "give" in the ramp (spring or magnetic) which causes uncoupling only when the two vehicles are being pushed, not pulled. Thus, a whole train can be pulled over the ramp on departure, but any pair of couplers which is pushed back over the ramp will be uncoupled.

There is, of course, quite a lot of accidental uncoupling with this system as, for example, when a train is stopped fairly quickly, then accelerated again. For this reason, many members do not use automatic uncoupling at all, or use only electromagnetic uncoupling ramps on the main line, which must be switched on to be effective.

### Power Supply

By this time, we have covered items for the whole layout, and only need some power to complete the picture.

A "power pack" can cost as much again as the original train and track, so care should be taken here. A complete "pack" (often incorrectly referred to as a "transformer") has in fact five components —

1. A **transformer** which drops the voltage from the 240 mains to a safe 12-16 volts.
2. A **rectifier** to convert this 12-16 volts A.C. (alternating current) into D.C. (direct current) which is the only type suitable for the little permanent magnet motors in the locomotives.
3. An **overload cut-out** to protect the other components from a short circuit or overload.
4. A **speed controller** usually in the form of a variable resistor.
5. A **reverser** for changing the polarity of the D.C. supply, to reverse the direction of the train.

Unless the beginner has some electrical skill, he should purchase a power pack of good make, such as H. and M. (Hammant and Morgan) as it will seldom go astray on later development. This should have an output of at least one amp. and preferably  $1\frac{1}{2}$  or 2 amps.

If the beginner has electrical skill, he can save a lot of money by building his own pack, preferably with items (1) and (2) above, separate to items (3), (4) and (5). The first two in this case should have a capacity of at least

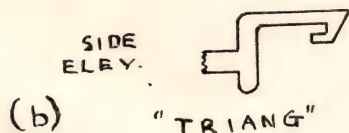
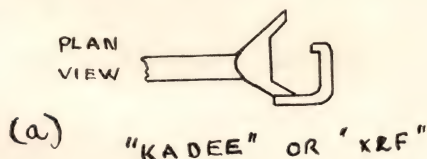


FIG 2

PRINCIPLES OF TENSION  
LOCK COUPLINGS



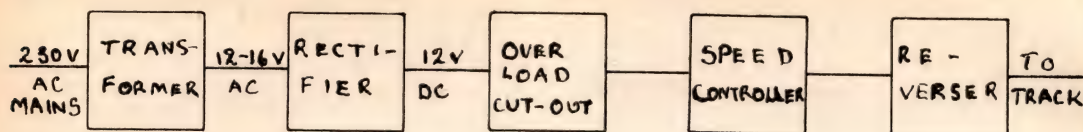


FIG 3

## COMPONENTS OF A POWER PACK

3 or 4 amps, for ultimate economy.

The other three items can use readily available or easily made items - variable resistor made in the form of a rotary arm rubbing on screw heads connected underneath by electric jug element wire (5 cents at Coles or Woolworth's) for the **speed controller** - any D.P.D.T. toggle switch or P.M.G. telephone key for the **reverser** - a 36 watt 12 volt motor headlamp for an **overload** protector.

Many of the items are available at concession prices through the club by writing to the Editor.

### Conclusion

After reading this article, the beginner is now equipped not to buy, but to ask and more important, to listen and look around.

You have come to the crossing —

**Stop - Look - and Listen** before proceeding!



### RAILWAY TRANSPORTATION,

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## A.M.R.A. Advisory Panel

**Baseboard Construction:** Rex Little.

**Bridges:** Arthur Robinson.

**Couplings:** John Youn.

**Electrical Wiring:** N. Gipps, N. Robinson, A. Dowel, Cec Wall.

**Kit Powering:** Rex Little.

**Layout Design:** L. Fordham, Rex Little, N. Robinson.

**Lineside Structures:** C. Rolfe.

**Loco Building:** Rex Little, N. Robinson.

**Loco Conversion:** L. Fordham, Rex Little, N. Robinson, John McDicken.

**Relays and Solenoids:** N. Gipps, Allen Dowel, N. Robinson.

**Rolling Stock Construction (goods):** L. Fordham, C. Gilbertson, C. Rolfe, P. Burke, A. W. Saxon, ("O" gauge).

**Rolling Stock Construction (pass.):** C. Gilbertson, C. Rolfe, P. Burke, A. W. Saxon ("O" gauge).

**Scenery:** John Youn.

**Signals and Signalling:** L. Fordham (NSW), A. Dowel (Vic.), A. Jungworth.

**Time Table Working:** Allen Dowel.

**Trackwork and Points:** Rex Little, N. Robinson, N. Gipps, T. Dunlop.

**Prototype V.R.:** N. Robinson.

**Prototype V.R. Narrow Gauge:** Allen Ball.

**Prototype N.S.W.G.R.:** L. Fordham, G. Gilbertson, P. Burke, A. W. Saxon.

**Prototype Q.G.R.:** Arthur Robinson.

**Prototype Europe:** Dave D'Abbrera, Noel Gipps.

**Prototype U.S.A.:** Noel Gipps.

The present members of the Advisory Panel are listed above. Members requiring advice from the panel should address their queries to the Federal Secretary and include a stamped addressed envelope for reply. Please Note — These members do not wish to be classified as experts. They are merely willing to advise on the particular items for which they have nominated.



# The Second European Newsletter

by Ern Raddatz

Other news from the Nuremburg and Paris Fairs was the increases in the Eggerbahn and Jouef HO narrow gauge systems. Both had some interesting items on show.

Main attraction at Paris in the Jouef system, called VE by the way, was the new passenger coach. It could be best described as a bogie coast rack coach, having open sides with the seats running across the car. As the bogies are easily removed, I have an idea that many users of HOn3 in America and Australia will be converting this coach for use on their own systems and no doubt, modellers of city street-car lines will be looking at this car for possible conversion to standard gauge.

The Jouef VE tank loco is a bit bigger than its Egger opposite number, but this in no way detracts from its appearance and I have an idea it will sell quite well in Australia. I also have an idea that it could be quite readily converted to HOn3; perhaps some user of this gauge could look into this. The VE side-tipping wagons are, in my opinion, the best looking of the three varieties offered by various manufacturers, and if you are contemplating a narrow gauge quarry or mining railway for your layout, you will need a number of side-tipping wagons and I suggest you use these VE wagons.

Biggest news in the HOn2½ field was the showing of the American prototype 2-6-2 and its Zillertalbahnhof 0-6-2T running mate, both made by Egger. The American, without doubt, will be a first rate seller and will cause a lot of people to convert to HOn2½. I know it has me interested.

Passenger and goods rolling stock of American prototype will also be available to go with the 2-6-2 and includes a passenger/baggage combine, passenger coach, gondola and caboose — all, along with the locomotive, based on the Sandy River and Rangle Lakes 2-foot gauge railway.

Using the material put out by Eggerbahn and Jouef, one could come up with quite a nice little railway similar to those found in

parts of South America and Africa, especially South Africa. Anybody who has been lucky enough to visit the South African two-foot gauge lines (I haven't, unfortunately) or who has read the books "Twenty Four Inches Apart" and "Narib Narrow Gauge" will know what I mean. Granted the material available is not of the stock used on the S.A.R., but they could be used as a free-lance line located in South America, Africa or Australia.

As an idea for a free-lance Australian line, a few years ago during a display of old newspapers in the Adelaide Public Library, I read a paragraph in an old "Register" about a railway proposed for Kangaroo Island. Later, I wrote to the South Australian Railways about the matter, but they had no knowledge of such a proposition.

Various events caused me to drop the matter after this, but the new Eggerbahn models have revived my interest, so could anyone who has any knowledge about this proposed railway or could let me have the address of the Secretary of the Australian Railway Historical Society, please drop me an aerogram at R.A.A.F. Staff London, Australia House, The Strand, London W.C.2, U.K. Thank you.

The idea behind a free-lance Australian line using the available Eggerbahn and VE stock is to build the proposed Kangaroo Island line to 2' 6" gauge. All one really needs to do then is to "locate" the railway. Kingston to Penneshaw, via American River would be best, I feel. It would have plenty of tourist traffic that way, too.

The most popular HO narrow gauge in Australia is still, undoubtedly, the HOn3 gauge, although some modellers prefer to use the more correct HOn3½, that is 3.5mm scale 12 mm track. Most modellers in Australia seem to prefer commercial ready-to-run or kits to scratch building and are, therefore, in the market for commercial products suitable for their use.

An East German firm builds models of German metric gauge rolling stock and I believe these are now available in Australia — Searle's



I think, have them. In the rolling stock range are a coach, passenger brake van, box van and open wagon, all bogie stock, plus a transporter wagon and an 0-10-0 tank locomotive. Both these last items are beauties, in fact the whole range is excellent. The point of the matter is that the bogies are easily removed and can be replaced with HOn3 bogies. The loco and transporter would require more work of course.

Whether regauged or not, the coach seems to cry out for a water tank to be fitted to its roof and a new paint job to look like certain coaches to be found on the South Australian Railways.

The Eggerbahn bogie coaches could be regauged as well, but in this case I would not change the bogies but replace the wheel sets. Possibly the four-wheeled stock could be regauged, but I haven't looked into that yet.

You "S" scalers in Queensland who would like to add a cane tramway to your layout: held up for a suitable Sn2 locomotive? Have you noticed how huge the HOn3 0-4-0 plantation tanks appear when placed alongside other HOn3 engines, especially the 2-8-2? I ran an "S" scale rule over one and found it compares well in scale to a 2-foot gauge 0-4-0 tank that ran on the South African Railways.

So if you want an Sn2 cane loco, use the so-called HOn3 plantation tanks. You have two styles from which to choose: an 0-4-0 tank and an 0-4-0 tender/tank. I also feel that the 16.5 mm gauge versions would be more suitable for Sn3½.

The Fulgerex N.S.W.G.R. Beyer Garratt was on display in Paris - as an American locomotive. I suppose they feel it would sell better this way than if it was advertised as an Australian locomotive. After all, very few people in Europe have not heard about America, but who knows anything about Australia?

When I mentioned earlier about the new "N" gauge products on view at Nuremburg, I forgot to write that the Yugoslavian firm Tempo is also producing a range of "N" gauge items. Tempo normally manufactures, besides its own products, inexpensive HO scale models of American freight cars using Rivarossi dies. These are imported into the U.S. and, I believe, Australia, under the A.H.M. label. Could this be the foretaste of a range of Rivarossi "N" gauge? The models are mostly Italian

prototype.

I suppose you have all seen the Rivarossi locomotives available, painted a golden color to look like Japanese brass?

For those interested in modelling the European railways, and especially the S.N.C.F. one of the finest HO models commercially produced was the Tenshodo class 141R Mikado. Lately it has been joined by the even finer Tenshodo class 241P Mountain. Drawings of this, my favorite European locomotive, appeared as part of an article by Ivan Laszlo several years ago in Journal. How does one fit a French standard gauge loco into an Australian broad gauge scene?

By the way, beginners interested in the European scene should try to get hold of the series of articles written by Ivan about the European prototype. The information contained therein is invaluable and could very well be reprinted.

Model railroading is expensive in France. The 241P above costs 930 francs or about 170 Australian dollars. Most popular local makes are Jouef (Playcraft in England and Australia) and Hornby Acho. Jouef is similar to Triang as far as wheel and track is concerned, but the body detail is very good and is worthy of conversion to scale standards.

The average locomotive costs around 50 francs (\$9 Australian). The Hornby Acho is equivalent to the British Hornby super detail standards and can run on Hornby-Dublo tracks. Cost of the average loco is also about 50 francs.

The foreign makes, Rivarossi, Fleischmann, Marklin, Lima and so on, are well represented as are other makes not so well known in Australia, such as Hruska, Gutzold and so on from East Germany.

A Hruska 2-10-2 tank, which has the same type of hinge chassis as the Marklin 2-10-0, costs about 115 francs (\$22 Australian). A beautiful job, worth having in its own right is the West German Heinzl steam railcar which costs about 198 francs (about \$36 Australian) or somewhat less in Germany.

New on the market is the Hobb Kit plastic goods wagon kit. Only one style available at present and this is a model of a standard French van. It is similar in style of assembly to Airfix

(continued on page 131)



# Branch Notes

## N.S.W. BRANCH REPORT

N.S.W. management committee has been much engrossed with the problem of suitable and for the clubroom following on our unsuccessful tender to the N.S.W.G.R.

Much land hunting has been going on and several venues are being considered. Meanwhile the department has advised that no tenders were accepted and have asked the branch to re-tender in August for the Dulwich Hill site!!

The May meeting of the branch saw a very successful auction and such was the response that we never got all the goods under the hammer. Approximately half of the items were not offered and it looks like another auction being held within six months.

Much stimulated bidding came from the Blue Mountains sub-branch whose members were present in considerable numbers.

Our congratulations go to this newest of MRA sub-branches on their very keen and enthusiastic approach to railway modelling. We look forward to seeing you at the Exhibition on Six-hour Week-end.



## VICTORIAN BRANCH

Branch meetings are still being held at All Saints' Church Hall, Kooyong Road, Glenferrie, at 8 p.m. on the second Thursday of each month.

Still no news from the Railways about Northport Clubroom. Attendance has shown an increase since the committee started sending out reminders to metropolitan members. The program remains basically the same as published and we are interested in having members comment on our meetings.

It must be the cold weather or something, as I haven't seen anyone in my garage for ages. Workers are still needed if the layout is to become a working reality. If you live in Melbourne, and would like to help with our layout, could I see you any Tuesday night after 7 p.m. at 48 Esdale Street, Nunawading? Ring me on 8787670 if you are coming over.

Again this year we hope to attend the N.S.W.

Branch Exhibition. If 14 members can get the Friday and Monday off from work we can again travel up on the Southern Aurora at a concession group booking. For further information contact any member of your committee.

Rex Little,  
Hon. Sec.



## QUEENSLAND BRANCH

On May 4, the branch held its annual election of office bearers, with the result that Eric Lyon has become the new president; Jim Christie vice-president; Arthur Robinson secretary; Graham Wilson assistant secretary; Paul Skehan treasurer; and Eric Lyon is to continue the job of librarian.

After a concerted effort, the main lines of the HO layout are operational. Work is also progressing very well on the rebuilding of the SN3½ layout, due almost entirely to the efforts of Doc Suggit and Eric Lyon.

There are a number of members in the Brisbane area who do not attend meetings. Even if you don't regularly attend meetings, why not come along one night as we would be glad to meet you.

Meetings are now held on the first and second Thursdays of the month at the clubrooms at the Trocadero, Melbourne Street, South Brisbane (opposite South Brisbane Station).

GRAHAM WILSON



## BLUE MOUNTAINS' BRANCH

Husselbee Street  
Blaxland

The following are the members elected officers of the newly-formed Blue Mountains' Branch —

Organising Chairman: Keith Wilcox  
Secretary: Bob Moffat

Treasurer: Dave Wrigley

Membership Registrar: Grant McCarthy

Activities Organiser: Bert Harper

R. Moffat,  
Secretary.



# THE POP VALVE! FOR READER'S LETTERS



## THE EDITOR A.M.R.A. JOURNAL

Ern Raddatz makes the claim for Wimbledon Model Railway Club as being the world's oldest, in his London Newsletter, but I feel he is rather stretching a point as this honor, to my mind, rightly belongs to Manchester Model Railway Society.

Nominally, Wimbledon could be said to have been formed several months before Manchester, but in 1939, Wimbledon was allowed to lapse for five years; certainly the new club after the war was founded by members of the former club, but Manchester has missed only one meeting (and that during the war) since it was founded in 1925.

Surely this continuity counts for something, and if we hold that it does, then along with Manchester the Model Railway Club and the Ilford and West Essex have greater claims to seniority than Wimbledon. For that information I can thank Cyril Freezer, the editor of the Railway Modeller.

As I see it, Wimbledon was formed late in 1924 and Manchester in March, 1925, but Wimbledon ceased to exist in 1939 and the present club is a new formation.

Yours sincerely,

Broughton Boydell,

P. O. Box 19, Gibson, W.A.



## An Idea Brought Into Line

"Narrow Gauge Review" is my first attempt at writing an article for the magazine, but I would like to let you know something of the fun that can be held from this hobby of ours.

There is a lot of fun and pleasure, self satisfaction if you wish, by adding something which has a personal touch to it, whatever phase of the hobby it may be.

Well, to start with, over a period of 20 years or so, I managed to collect quite a complete set of Victorian Railways narrow gauge photos,

all the rolling stock, including locos. One evening whilst browsing through these photos I thought "wouldn't it be good to have a set of drawings, to be able to scratch build". By the way, I had better explain that I am a fanatic on Victorian Railways narrow gauge and have been for years.

I tried my hand at free-hand drawing, which wasn't very satisfactory, so I tried drawing plan. After purchasing a reasonable drawing set, board, tee square and associate materials, around \$20 in all — I had never tried this type of drawing before, but decided to give it a go.

My first attempts weren't the best, but I got the hang of it after a few attempts, got better results and finally achieved the standard which was the prime aim in this project; but after doing all these drawings, a friend suggested I try doing them in ink. Wow! What a difference — 100% or more so.

I now have got these in ink and topped them off by tracing them on good quality tracing paper. I reproduced all my drawings in  $\frac{1}{4}$ " to 1" scale, 7mm to 1", also 3.5mm scale as well, and am going to try my hand at blue printing these so that they could be made available for all those who wish to possess one of these sets.

At present I'm starting one drawing of the 2'6" gauge rolling stock I haven't got, but I am going to give it a go, and that is the Beyer Garratt loco and then I'll have the completed set.

Since the advent of "N" gauge, I've been toying with the idea of setting up a prototype of the existing Belgrave-Lakeside section of the former Upper Ferntree Gully-Gembrook line.

I shall do this in 9 mm track, 3.5 mm scale and should be quite a job but it will be quite exciting to try my hand at it, for I'm totally inexperienced in this phase of our hobby but



I'll give it a try. I would welcome any assistance from anyone who could help me in this venture.

Anyone interested in acquiring the aforementioned drawings could contact me at my address.

Well, fellas, I'll close with this advice, if it's not available or you wish to add that personal touch, try to do it yourself, and perhaps you will be as successful as I.

J. A. BALL,  
Lot 21, Campbell St.,  
Healesville, Vic.



## TO THE EDITOR A.M.R.A. JOURNAL

Would any member have available for sale some "O" gauge locos or rolling stock which are made in Australia? Some years ago, I believe, Ferris Bros. manufactured some "O" gauge items, so possibly there are still some about.

The reason I am asking for this is that an American Model Railroader correspondent of mine collects "O" gauge manufactured in various countries and dearly wants some Australian-made items to add to his collection.

Ted Frost,  
P.O. Box 68, Boronia,  
Vic.



## EUROPEAN NEWSLETTER NO. 2

(continued from page 128)

and is a breakthrough in European kit building. As we all know, the usual style of European "kit" is a knocked-down version of a manufacturer's ready-to-run rolling stock. I will tell you more about the Hobb Kit kits in a later newsletter.

Jouef is taking the plunge into the HO narrow gauge. They produced in time for the 1966 Christmas season, a 9 mm gauge 0-4-0 tank and side-tipping wagons intended for running under the Christmas tree. Obviously designed for the toy market rather than for scale layouts, the stock is crude in comparison with the Eggerbahn equivalent, although the systems are said to be interchangeable.

The tank locomotive, which is based on the Decauville prototype, very much used years

ago on French and French colonial industrial systems, has a connecting rod but no coupling rods or valve gear, although the prototype had full outside valve gear. Also it is a trifle larger than the Eggerbahn tank, but as I have never seen drawings of the prototype for the Eggerbahn, I cannot say if this is incorrect.

The locomotive is well worth taking in hand and super detailing, and costs 15 francs and two francs for the wagons. A train set of a locomotive, three wagons plus rails costs 30 francs or about \$6 Australian.

Well, that's all for this issue. See you again soon.



## NEWS FROM OTHER CLUBS

### MELBOURNE MODEL RAILWAY SOCIETY

News from this club indicates that owing to space problems they have taken larger premises in Richmond, which give more than twice the area they have now. This means that the layout can be increased in size and redesigned, taking into account the mistakes that were made the first time, giving a much better layout with more facilities for members. A much larger meeting room and workshop will mean that any work can be done here instead of in the vicinity of the layout, thus avoiding the dust problem.

Unfortunately it will also mean that visitors will have to wait for about three months until the new clubrooms are open for inspection.

Anyway, they hope to have an "open house" during the Christmas holidays for the children to see the layout and probably evening sessions for the older enthusiasts.

Dates will be advised.

Ken Elder,  
President



3830 and 3813 near Cootamundra, 31-3-1962



# London Newsletter

by Ern Raddatz

Just before I left England to spend a couple of months working in Paris, I attended a meeting of the London branch of the Narrow Gauge Society. Led by popular chairman, Mr. D. A. Boreham, the author of a very well known book on narrow gauge railway modelling, the Society is not so much a model railway club as an enthusiasts' club, although many members are railway modellers.

Meetings are held on the third Saturday in the month in the first floor room of a London pub, which makes it very convenient to continue one's discussions downstairs over a pint of mild and bitter after the meeting closes.

Topic of the meeting was a showing of slides taken on the New Zealand Railways, the result of which encourages me to pay a visit to New Zealand.

Wimbledon, where I live, is about 15 minutes by British Rail from Waterloo and the line passes through Clapham Junction, said to be the world's busiest. One can spend hours with a camera and notebook on the platforms of this station as many enthusiasts do.

Steam can still be seen, mostly Class 5, sent down from the Midland region, Battle of Britain and Merchant Navy 4-6-2s, both rebuilt, and Spamcans, with 2-6-2 tanks on station duties. Diesels are to be seen, mostly working goods and the occasional passenger working, and 2-6-4 tanks haul parcels now and again. But it is mostly multiple unit in all its variety!

If you ever pay a visit to Clapham Junction, go in summer and take plenty of film because you will be surprised how much traffic goes through. I saw 21 steam locomotives in a couple of hours on one occasion, and this on a Saturday afternoon!

One impression I have gained about British Rail is, oddly enough, how much more realistic the old Hornby-Dublo lithographed coaching stock appears, compared to say, Triang. One reason for this is that where the windows on the prototype stock are flush with the coach sides, the windows on the Triang stock are behind the coach side. So if you run Triang,

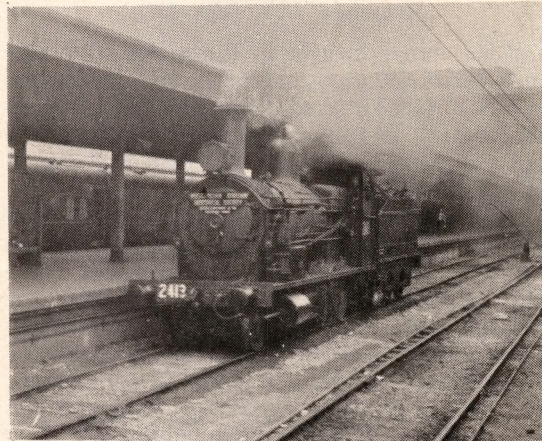
either as is or converted to scale track standards, inset the windows for more realistic appearance. The withdrawn and much lamented Kitmaster coaches had inset windows and this very much improved the appearance.

While on realism, should you assemble the Airfix mineral wagon kit or run Hornby or Triang minerals, don't paint according to the instructions, but either paint completely rusty or only 50% rusted. Much more realistic this way and I am not joking!

Something I like about the British mainline coaching stock is the fact that they don't have ridiculous aircraft type seats and have table fitted between the seats. This is on open saloon stock, of course, and makes for much more comfortable long distance travel.

The Australian systems could learn a lot about passenger stock from British Rail, but in return the Australian railways could tell them how to fit window drop-lights in suburban stock. At present, only doors have drop lights.

I saw something one day when I was walking past the Wimbledon goods yard that I never really thought existed. The prototype for the Triang container wagon! There were two of them, Pedigree Pram containers and all.



2413 Sydney Station 26-11-1960.

Hayden Holmes